

Cintra Dulles Conceptual PPTA Proposal
Cintra USA/Ferrovial Agroman/Hatch Mott MacDonald
October 2005

Base Proposal

1. Seeks a 50 year concession to operate and maintain the Dulles Toll Road (DTR) to include assumption of expenses, revenue collections, and maintenance of the Dulles Connector (Exec Summary page 2)
2. Concession payments designed to cover state share of Metrorail Phases 1 and 2, DTR debt, and Fairfax County note. However, an upfront payment to be used for other capital improvements can be an alternative option for VDOT (Exec Summary page 3)
3. Construction and rehabilitation of capital improvements along the corridor are proposed in three options (Base, Enhanced, and Personalized). (Exec Summary pages 3-5, Tab 2 pages 4-14)
 - The Base option is a package of 8 construction improvements of interchanges and the main toll facility similar to the original DCMI proposal. This option includes resurfacing and rehabilitation of the DTR, and tolling and IT systems enhancements with work completed over a 4 year period. (Exec Summary Page 4, Tab 2 pages 4-9)
 - The enhanced version has an additional 17 construction projects that include roadway widening, and interchange improvements similar to the DCMI enhanced program, but also has several additional actions to increase the value of this option (DTR widening, flyover ramps to improve access to/from DTR managed lanes). This work would be completed over a 5 year period. (Tab 2 pages 9-13)
 - The Personalized version allows VDOT to pick among the elements of the above two options. (Tab 2 pages 13-14)
4. Improvements to the tolling system include, mixed free flow open road and barrier tolling, compatibility with Smart Tag and E-Z Pass, and integrated customer service and back office systems. After initial updates, these will be updated every 10 years. (Tab 2 pages 13-14)
5. The proposal offers a comprehensive combination of preventive, routine and capital maintenance for the facility. (Tab 2 pages 15-16)

Team Structure and Approach (Tab 1 pages 1-3)

1. Cintra Concesiones de Infraestructuras de Transporte, S. A. is the lead organization and will make equity contributions through its subsidiary Cintra US Corp.
2. Ferrovial Agroman, S.A is the designated general contractor and will perform construction and improvement projects. It will seek to perform work in conjunction with local contractors.
3. Hatch Mott MacDonald, LLC will serve as technical engineering advisors

VDOT Responsibilities (Tab 2 page 17)

1. Assist in required coordination activities with local, state, and federal governments and agencies.
2. Coordinate with MWAA to obtain consent and/or permits to perform the construction of improvements.
3. Complete required environmental documents and submit to appropriate entities
4. Authorize and assist with permit procurement and right of way acquisition to be performed by the proposer.

Environmental Permitting and Approvals (Tab 2 pages 17-19)

1. Has identified permits and will make the necessary effort to conduct successful permit approval processes and minimize potential impacts on the project schedule.
2. Significant environmental impacts are not anticipated.

Proposer's Critical Factors for Success (Tab 2 pages 19-20)

1. Support from VDOT, CTB, MWAA, the public, and affected jurisdictions.
2. VDOT support and timely completion of the of right of way acquisition process.
3. Resolution of outstanding design and construction issues to include utility conflicts, right of way, integration of designers and constructors, and mitigation of environmental impacts.

Financing (Exec Summary pages 3-4, Tab 2 page 3)

1. Retires DTR debt and Fairfax County note
2. Payment of Virginia's share to deliver Metrorail project Phase 1 and 2.
3. Proposed financial plan is based upon current toll rate schedule. Improvements to current toll rate schedule could increase the performance of this financial plan.